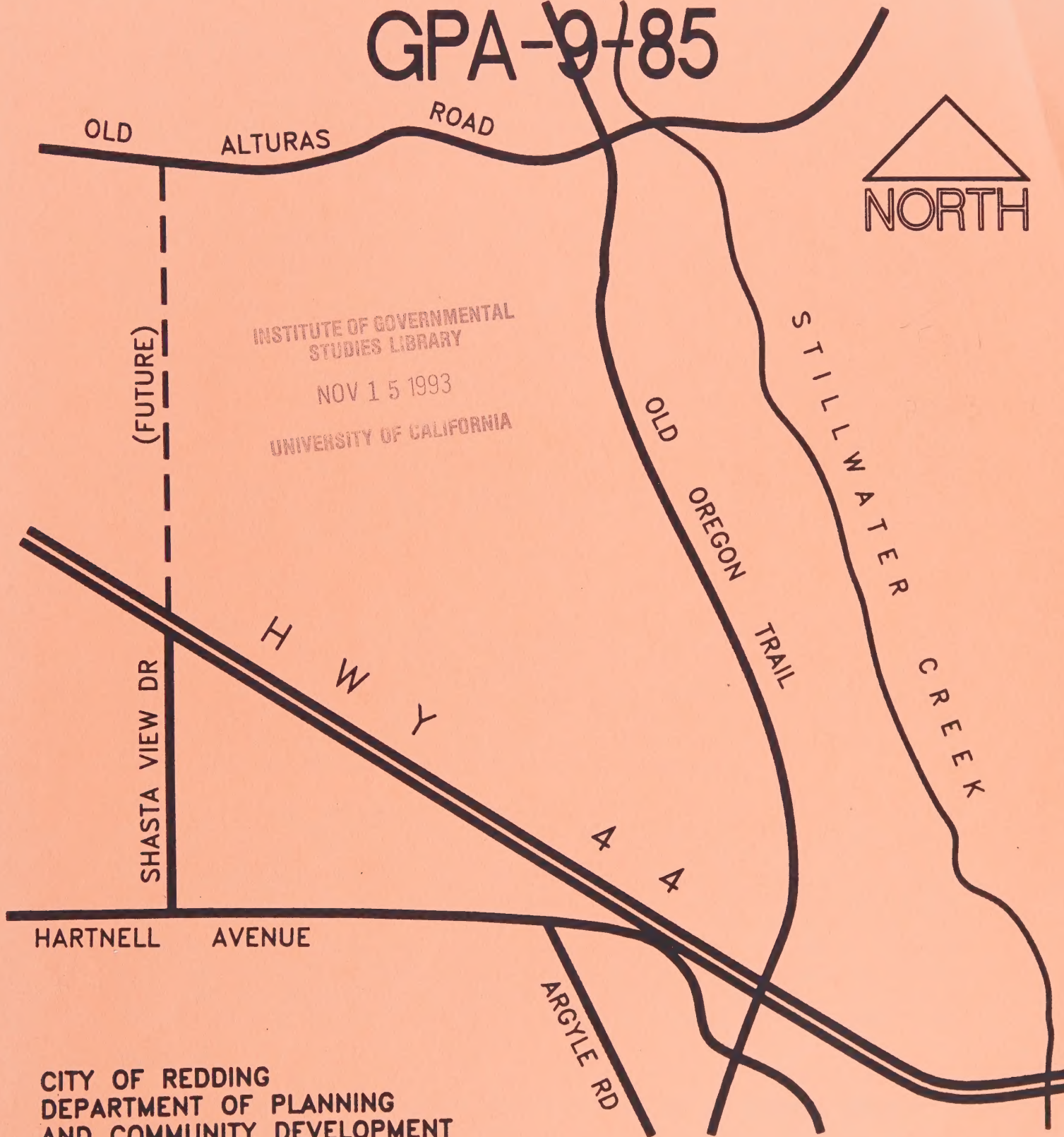


# COLUMBIA AREA PLAN

## GPA-9-85



CITY OF REDDING  
DEPARTMENT OF PLANNING  
AND COMMUNITY DEVELOPMENT





## I. INTRODUCTION

### A. BACKGROUND

This General Plan amendment was initiated to amend that portion of the Redding General Plan bounded generally by the extension of Shasta View Drive on the west, Highway 44 on the south, Stillwater Creek on the east, and Old Alturas Road on the north. The plan boundary is the only area on the east side of Redding within the Redding Regional Sewer Service District boundary which has not been covered by a City General Plan amendment since adoption of the 1970 Plan.

In the past three years, the City has adopted several area plans and General Plan amendments on the east side of Redding to update the General Plan. The most recent covered the area north of Old Alturas Road between Churn Creek and Old Oregon Trail. Previous to that action, the Redding Municipal Airport Area Plan and the Enterprise Plan were adopted.

The Columbia Plan area contains approximately 1,465 acres and is currently within the jurisdiction of Shasta County. Under the County General Plan, the area is classified predominantly as low-density residential, accompanied by 195 acres of industrial and 105 acres of commercially designated land. This plan satisfies the processing requirement for an application received by the Shasta County Planning Department, requesting an amendment to that agency's plan to designate additional industrial and commercial land adjacent to Old Oregon Trail, between Viking Way and Accident Lane (Shasta County GPA-4-85).

### B. REGULATORY STATUS

The Columbia Area Plan serves as a guide for both future private and public development in the plan area. Periodic updating of the area plan may be necessary as conditions in the area change. This area plan is adopted as part of the City of Redding and Shasta County General Plans and the procedure for change is by General Plan amendment. By including property outside of the city limits of Redding, the plan serves to identify the City's land-use policy in light of possible annexations.

The plan includes proposals for implementation. It does not establish new regulations or legislation nor does it rezone property. The preparation or amendment of any City ordinance such as zoning, subdivision, building, or other development control must be enacted separately through the legislative process. In the absence of such regulations or if already adopted regulations clearly conflict with the area plan, the policies and maps contained in the area plan shall act as a guide for the development of public and private projects and the making of findings of consistency until such time as regulations are adopted to implement the plan. Portions of the plan must be ratified by the Shasta County Airport Land Use Commission.

### C. OBJECTIVES

The following objectives were determined to be of primary concern in preparation of a plan for this area:



1. To discourage the continuation of conflicting residential/commercial land-use patterns.
2. To provide a mix of residential densities responsive to both natural and man-made forms.
3. To provide a development pattern that allows for the timely and efficient delivery of urban services and public utilities.
4. To meet community housing needs, particularly multiple-family housing.
5. To upgrade the quality of development occurring in the area.
6. To provide an area for auto-related industrial uses.
7. To establish a land-use pattern compatible with the Enterprise Skypark.
8. To provide consistency between the Redding and Shasta County General Plans.

#### D. ASSUMPTIONS

The area plan is based on the expectation that development growth pressures will occur in the plan area during the next 20 years. The Columbia area is located such that it will be convenient to reach anticipated future employment centers near the Redding Municipal Airport while at the same time being readily accessible to Central Redding. The overall rate of growth for the greater Redding area and the expanded availability of wastewater-disposal systems will be the major determinants of development within this planning area. Major drainage improvements will also be necessary in order for development to occur at urban densities.

In 1986, the study area population consisted of approximately 500 residents, all of which reside in unincorporated Shasta County. At 1980-1986, growth rates or even moderately higher rates, the plan area is not expected to be fully developed within the life of the 20-year plan. More likely, the area will be 65 to 75 percent developed, depending on the type of uses allowed.

None of the developable land of the plan area is currently served by City sewers, although all of the area west of Old Oregon Trail is within the Redding Regional Sewer Service District boundary. Development potential for the area is extremely limited without the extension of sewers. To accommodate future development, even as shown on the present County plan, sewers must be extended to and within the entire plan area. The cost for this service will probably be obtained as part of or a successor to the Clover Creek Sewer Assessment District and/or the establishment of benefit fees. The Clover Creek Assessment District has been delayed in the past pending the site selection and financing of the Stillwater Treatment Plant.


Development at densities proposed by the plan will generate a significant increase in traffic volumes. Such increases will impact the arterial streets surrounding the plan area. As the plan area develops, it is

anticipated that the increased traffic will necessitate widening and other improvements of the existing street network and a realignment of Old Oregon Trail.

In summary, the major assumptions made as part of the preparation of this plan are as follows:

1. There will be demand for both residential and heavy commercial/ industrial growth within the plan area.
2. There will be a demand for land designated for multiple-family residential development in the eastern portion of the City along the Highway 44 corridor.
3. Major sewer trunk lines and water transmission lines can be extended into the plan area.
4. Drainage improvements will be made within the Clover Creek drainage basin, within and outside the plan area.
5. Impacts from urbanization of the plan area can be mitigated to a reasonable level.





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## II. LAND-USE DESIGNATIONS AND IMPLEMENTATION

### A. LAND USE

The area plan map depicts a parcel specific land-use pattern with each designation intended to be translated to existing or new zoning district regulations adopted by the City or County. The following is a general description of these land-use classifications. (It is not intended that these descriptions establish land-use regulations, but rather, they are intended to give the reader or property owner a concept of the type of development to expect within the classification.)

#### 1. Residential

The largest land-use category in terms of area designated by the plan is "Residential." The designations are described in units per gross acre ranging from 0.2 units per acre to 12.0 units per acre. This broad spectrum encompasses development ranging from the large-lot life-styles expected to continue along Stillwater Creek until sewers arrive to multiple-family development where easy access is derived from Highway 44.

##### a. 0.2 dwelling unit per acre

This density is applied along Stillwater Creek. This designation requires a five-acre minimum parcel size and is intended to provide for part-time or hobby farming.

##### b. 0.5 dwelling unit per acre

This two-acre minimum parcel size designation is generally intended for areas where it is not anticipated that public sewer and water will become available for ten or more years and in steeper hillside areas. Development at this density is not considered urban reserve as land development in two-acre fragments will make subdivision and utility expansion difficult. Street dedications in this designation should occur as if the area were classified at 2.0 units per acre.

##### c. 2.0 dwelling units per acre

This is a single-family residential density with typical lot sizes ranging from 15,000 to 22,000 square feet.

##### d. 3.0 dwelling units per acre

This is a single-family residential density with lots generally ranging from 9,000 to 12,000 square feet in area. This designation is intended for conventional single-family subdivision development in areas of flat to moderate slope.



e. 4.0 dwelling units per acre

This is a single-family residential density with lots generally ranging in area from 6,000 to 8,000 square feet. This designation is suitable for areas of flat to nearly level slopes. Good access is important to those areas so as not to overburden residential streets that provide access to a large number of lots.

f. 6.0 dwelling units per acre

This is a transition classification that can be developed as small-lot, single-family residential; duplexes; planned-unit development; low-density multiple-family apartments; and mobile-home parks in appropriate areas. Full urban services must be available, including adequate street access and utility capacities. This classification is suitable for areas of flat to low slopes, depending upon the form of development. The minimum lot size for single-family homes would be 6,000 square feet and for duplexes or multiple-family developments lots would average about 12,000 square feet.

g. 9.0 dwelling units per acre

This is a low-density multiple-family classification suitable for duplexes, apartments, dwelling groups, planned developments, condominiums, or mobile-home parks. Minimum lot sizes for duplexes and apartments should average about 10,000 square feet. Full urban services must be available and the site must be in reasonable proximity to an arterial street.

h. 12.0 dwelling units per acre

This is a multiple-family density for apartments, dwelling groups, planned developments, and condominiums. The lot size should average about 10,000 square feet. Full urban services must be available and the site must be in reasonable proximity to an arterial street. Two-story construction would be typical.

i. Office/Residential

The "Office/Residential" classification is a transition use within commercial areas or between commercial and residential areas. It is especially suitable for areas where there is some mixed office and residential use occurring already.

When property is used for residential purposes, the density should not exceed 14.0 dwelling units per gross residential acre. When used for office purposes, the office development and its accompanying off-street parking should be sited and arranged to protect the living environment of the adjoining residences. The minimum parcel size for residential development should be 12,000 square feet.



## Policies

- (1a) Apply existing City (as annexation occurs) and County zoning regulations appropriate to designated area plan densities.
- (1b) The minimum residential building setback from Highway 44 shall be as necessary to site the residence outside of the 60 CNEL noise contour of Highway 44. Structures may be allowed with the 60 CNEL contour upon demonstration that noise-mitigating measures will be applied reducing interior noise levels in sleeping quarters to 40 decibels and in other habitable areas to 45 decibels, but in no case shall the setback be less than 50 feet.
- (1c) The minimum building setback from Highway 44 for other uses shall be 30 feet.
- (1d) Subdivision, parcel map, and use permit approvals shall require necessary right-of-way dedications and street improvements to provide public street access to the developing property.
- (1e) Residential development adjacent to Highway 44 or an arterial street, as designated by this plan, shall require a noise impact analysis considering existing and projected traffic volumes and application of appropriate noise mitigation measures and uniform fence treatment.
- (1f) Single-family lots shall not front on arterials.
- (1g) Landscaping and screening shall be required between Highway 44 and any abutting residential development; said improvements shall consist of a 3-foot-high landscaped earth berm with a 5-foot-high solid masonry wall (or eight-foot-high masonry wall without berm) with evergreen trees planted on 30-foot centers along the outside of the wall. Walls shall be of decorative block. Landscaping shall include trees with fall color.
- (1h) Parcels developing without sewer or water service shall meet Shasta County Health Department standards for septic disposal and wells.
- (1i) The exterior elevations and building materials of projects within 100 feet of Highway 44 shall be approved by the Planning Commission
- (1j) Where garages or carports are proposed to back along Highway 44, there shall be a minimum setback of 30 feet with landscaping between the garage and Highway 44. Enclosed garages may satisfy the wall requirements in (1g).
- (1k) All signs shall either be mounted on the building or be monument signs. Roof signs shall not be allowed above the roof peak or extend above a mansard.



- (11) Large multiple-family residential projects consisting of 75 or more units shall follow the design standards listed in Appendix A.

## 2. Retail Commercial

The "Retail Commercial" classification is intended to provide properly located areas to serve the convenience shopping needs of people living in and using the plan area. In terms of the Columbia Plan, the "Retail" designation is not intended to provide areas for regional or community-wide consumer services. Retail sites in the area are located on arterial streets to provide optimum access and minimal disruption to residential areas. A nine-acre retail site is located at the west perimeter of the plan area where Shasta View intersects Highway 44.

### Policies

- (2a) Apply appropriate City or County neighborhood commercial zoning classification.
- (2b) Multiple-family dwellings shall be limited within the "Retail Commercial" classification to a density not exceeding 21.0 units per acre if zoned "C-2" or 9.0 units per acre if zoned "C-1" and shall meet any applicable policies listed in (1a) through (11).

## 3. Service Commercial

The "Service Commercial" classification provides appropriate locations for commercial activities not suitable for retail commercial areas or directly related to serving residential areas. Service commercial uses include auto and truck repair, mini-warehouses and storage yards, wholesale and distribution centers, wood fabricating, and construction supply yards. The uses allowed in this classification often require screening from adjacent streets and properties. Access needs for large trucks and other heavy equipment are a consideration in the siting of service commercial uses as well as potential impacts of noise, odor, glare, and dust. Auto dismantling is a use inappropriate for the "Service Commercial" classification.

### Policies

- (3a) Implement zoning for service commercial areas consistent with the "C-6" Limited Service Commercial District or "C-3-F" Service Commercial District utilized by the City of Redding or "C-M" Heavy Commercial - Light Industrial District utilized by Shasta County. These districts are utilized to provide suitable locations for limited service commercial uses that, through design and performance standards, will not substantially impact adjoining residential uses.



- (3b) During the interim period between adoption of the area plan and application of specific zoning regulations, the following performance and development standards shall apply:

Maximum Height: 40 feet; not to exceed 20 feet within 50 feet of any residential classification.

Minimum Site Area and Width: 12,000 square feet and 100 feet, respectively.

Building Setbacks:

- Front: Ten feet, except where the property adjoins or is directly across from a residential district, the setback shall be 20 feet.
- Interior side yard: Not required except when the parcel adjoins a residential district in which case a minimum side yard of 20 feet shall be provided.
- Street side: Ten feet.
- Rear yard: Not required except when the parcel adjoins a residential district, in which case a minimum rear-yard setback of 20 feet shall be provided.
- Buildings adjacent to Highway 44 or Shasta View Drive shall have setbacks of 30 feet and 20 feet, respectively.

Screening: Exterior storage other than employee and customer parking shall be screened by a solid board fence, masonry wall, or dense planting. Adjacent to any residential district and Highway 44, one of the following will be provided:

- A 20-foot-wide planter with a 3-foot-high earth berm together with a 5-foot-high solid fence.
- An eight-foot-high planted berm.
- An eight-foot-high solid masonry wall.

With each option, evergreen trees shall be planted on 30-foot centers.

Landscaping: All front-yard and street-side setback areas shall be landscaped excluding driveways or walks located perpendicular to the front property line. On properties adjacent to Highway 44, a 5-foot-high landscaped earth berm, a 3-foot-high earth berm with a 5-foot-high masonry wall, or an 8-foot-high masonry wall shall be provided. With each option, evergreen trees shall be planted on 30-foot centers and shall be placed on the property line adjacent to the highway.

Required landscaping consists of a combination of plant and nonplant material, provided no less than 50 percent of the required landscaped area shall be living plant material, based on mature plant size.

Outdoor trash storage areas: All outside trash storage and collection facilities shall be enclosed by a solid masonry wall or view-obscuring fence with masonry or steel corner posts, at least one foot higher than the trash container. Disposal containers shall not be located within any required front-yard setback area or within 20 feet of a residential district.

Noise:

- Noise levels within the "Service Commercial" classification shall not average more than 65 db during any 15-minute testing period as measured at the affected property line from 7 a.m. to 10 p.m. or 55 db from 10 p.m. to 7 a.m.
- Uses in the "Service Commercial" District shall not cause noise levels in surrounding residential districts to average more than 60 db during any 15-minute testing period as measured at the affected property line from 7 a.m. to 10 p.m. or 50 db from 10 p.m. to 7 a.m.
- Restrictions on days and hours of operation, building orientations, wall materials, and door openings may be imposed on any discretionary permit as necessary to reduce noise impacts on surrounding properties.

Access: Individual parcels must have frontage on a paved public street with a minimum right-of-way width of 60 feet. Parcels unable to acquire such frontage must have a recorded access easement of at least 25 feet in width and not exceeding 300 feet in length. These standards shall be a requirement of development of a parcel and may include off-site street improvements necessary to provide public access.

Light and glare: Buildings and roofs shall be of nonreflective materials and colors. All assembly-line welding or other activities creating a flash-type light shall be conducted so as not to be visible through building openings or out in the open. All high-intensity on-site lighting shall be shielded so that the source of illumination is not visible from adjacent streets and residential properties.

Dust: All on-site driveways and parking areas shall be paved with an asphalt or concrete material. Exceptions to paving may be made by use permit for land and storage intensive uses where heavy equipment is a prevalent use. Such uses shall be required to use a dust palliative or



provide constant watering on all unpaved traveled areas. All outdoor storage areas shall be fully surfaced with AC paving, chip and seal concrete, or gravel six inches deep.

Emissions: All uses shall place on file with City or County Planning Department, a copy of any permit required by the Shasta County Air Pollution Control District and/or Shasta County Health Department.

Odors: No annoying odors shall be readily detectable beyond the property line.

Vibration: No vibration shall be detectable without instruments at the property line.

Electromagnetic Interference: No use shall produce electromagnetic interference with normal radio or television reception in residential districts or with the function of electronic equipment beyond the property line.

Toxic or Noxious Matter: Compliance with all applicable regulations and storage in a manner that will not contaminate groundwater, surface water, or the land.

Radiation: Compliance with all applicable regulations.

Heat and Humidity: No nuisance beyond the property line.

Liquid and Solid Wastes: Compliance with all applicable regulations.

Parking: As per applicable City or County regulations.

#### 4. Industry

Industry includes the whole spectrum of manufacturing, processing and assembly uses, in addition to warehousing and wholesale sales. Industry is the appropriate classification for extensive outdoor activities such as auto dismantling, wood processing, or aggregate plants. Industrial uses have the greatest potential for creating conflicts with adjoining land uses and for attracting truck traffic too heavy for local streets.

Land-extensive industrial uses are also typically the only urban use that is compatible with noise and safety standards applicable to airport approach zones which extend from the end of the aircraft runways. Industry can accept the higher noise levels (70 CNEL) associated with airports and also support activities that maintain a low population density in accordance with standard airport safety practices. Presently, the Enterprise Skypark is not generating noise levels as high as 70 CNEL.

The "Industry" designation is the appropriate land-use classification for auto-dismantling yards which have become a prevalent use within the Columbia Plan area. There are presently approximately 30 acres within the plan area which are committed to use as auto-dismantling yards. This is by far the highest concentration of such uses in the County and is basically an indication of the mutual support basis of the business and a certain amount of community acceptance within the area for what is typically considered a locally undesirable land use. Generally, these existing yards have been established without improvements, such as paved access, paved parking, standardized fencing and screening, dust control, and noise regulations.

Given the existing congregation of auto dismantling in the area and the difficulty of siting such uses in other parts of the City or County, it is the intent of this plan to establish the "Industry" designated properties for future expansion of existing dismantling yards or new dismantling yards and other industrial uses.

#### Policies

- (4a) Implementation of the standards specified by Policy 3b.
- (4b) Auto dismantling, recycling, or other salvage uses shall be subject to the following in addition to those standards of Policy 3b:

Fencing: All yards shall be fully enclosed by a solid sight-obscuring fence or wall not less than six feet nor more than eight feet in height. Street-side fences or fences adjacent to residential districts shall be constructed of masonry block, concrete, or heavy steel with block posts. Corrugated metal roofing material shall not satisfy this requirement. Internal property line fences may be wood or corrugated metal with block or 8 x 8 treated wood posts. All gates shall also be sight obscuring and may be of chain link with wood or plastic inserts or heavy gauge steel. All fencing shall be continually maintained in a sight obscuring and aesthetically pleasing manner.

Fencing shall be subject to the building front yard and street side-yard setback requirements.

Stacking of Vehicles/Materials: Vehicles, materials, or equipment shall not be stored, maintained, or used so to be above the height of the sight-obscuring fence, except as follows:

- When not in use, mechanical equipment designed to move under its own power, such as cranes and loaders, shall be stored such that it is located a minimum distance of 40 feet from any property line.



- Except for equipment as described above, all other mechanical equipment with a height exceeding that of the sight-obscuring fence shall be located a minimum distance of 40 feet from any exterior property line.

Dismantling Area Location/Time of Operation: Any dismantling within 300 feet of a residential district shall occur within a building or within a three-walled masonry structure with an open wall and doors oriented away from residential district. Adjacent to a residential district, crushing activity shall be limited to two days per month and crushing and dismantling activity limited to between the hours of 8 a.m. and 7 p.m., Monday through Saturday.

Loading/Unloading Operations: All operations in conjunction with said uses, including but not limited to, the loading, unloading, and storage of automobiles, materials, equipment, and items for sale, shall be conducted entirely within the fenced area of the property. Adequate space shall be provided within the fenced yard area to park all vehicles and equipment and to store all containers, etc., utilized in the operation of the business.

Ground Surface: The ground surface of the yard area shall be cleared of all grass, weeds, and other combustible vegetation and driveways paved or graveled and treated with a dust palliative as necessary to control fugitive dust.

Surface Drainage: The owner/operator of any dismantling or salvage yard shall insure that motor oil, transmission oil, brake fluid, or any other petroleum product or lubricant does not enter any public storm-drain system or run onto adjacent streets and property.

Burning: Burning of dismantled vehicles, parts thereof, or waste materials is not permitted.

Fire Protection: Water service shall be provided on the site and connected so as to provide fire protection to every part of the property in accordance with the requirements of the Fire Marshal; a dry chemical extinguisher is required at all locations where an acetylene torch is utilized; a 20-foot-wide fire-truck access lane shall be provided and maintained as required by the Fire Marshal.

Parking: All customer parking shall occur outside of the enclosed yard and shall under no circumstances be utilized for the storage of inoperable vehicles or parts.

(4c) Noise:

- Noise levels in the "Industrial" classification shall not average more than 70 db during any 15-minute testing period as measured at the affected property line from 7 a.m. to 10 p.m. or 60 db from 10 p.m. to 7 a.m.

- Uses in the "Industrial" classification shall not cause noise levels in surrounding residential districts to average more than 60 db during any 15-minute testing period as measured at the residential property line from 7 a.m. to 10 p.m. or 50 db from 10 p.m. to 7 a.m.
- Restrictions on days and hours of operation may be imposed on any discretionary permit as necessary to reduce noise impacts on surrounding properties.

#### Nonconforming Uses

Nonconforming use is typically a zoning term applied to an existing land use that was established prior to, and is not consistent with, the zoning district in which it is located. In the case of this plan and the following two policies, the term is expanded to include existing auto dismantling and similar uses that, although in an appropriate zone of land-use designation, do not meet the development standards of the plan.

- (4d) Any auto dismantling, materials recycling, or salvage yard existing in the plan area which does not conform to the provisions of the plan shall not be issued any permit for expansion or improvement beyond the existing use. Any use of the property shall be in accordance with the adopted land-use designation applicable to the property.
- (4e) Recognition of an area for wrecking yards carries with it responsibility for both City and property owner. While the plan takes care of future yards, the plan must also address the upgrade of existing yards. Accordingly, each existing wrecking yard at the time of annexation to the City shall enter into a contract to upgrade their facilities to the standards herein over a period of five years with improvements to take place each year. In the event such upgrade does not occur, the land-use designation for the site shall revert to "Residential, 12.0 units per acre."

#### 5. Greenway

"Greenway" is open space consisting of the 100-year floodplain of Stillwater Creek and land with a slope in excess of 20 percent. The floodplain is based upon the FEMA mapping prepared for Shasta County. The basic intent of the designation is to protect the riparian habitat of the creek and to discourage development that could be endangered by flooding. "Greenway" also benefits a plan area by providing relief from urbanization, buffering various land-use activities, and can be used for a trail system or other passive recreational uses if acquired by the public. Because of these values, greenways should not be urbanized or defaced and some public access should be strived for. The "Greenway" designation should also be applied where it can be determined that the rare plant *Orcuttia tenuis* exists.



## Policies

- (5a) Application of floodplain zoning regulations within the 100-year floodplain of Stillwater Creek.
- (5b) Dedication to the public of open space consistent with the "Greenway" designation of the area plan shall be required as a condition of development approval on parcels adjacent to Stillwater Creek.
- (5c) Proposed developments within the southern portion of the plan area shall be required to submit a survey by a qualified botanist as to the existence of the rare plant *Orcuttia tenuis* within the project area. If such habitat is documented, the proposed development shall be designed so as to leave the habitat undisturbed and protected in a manner approved by a qualified botanist.

## B. ENTERPRISE SKYPARK

The Enterprise Skypark is a privately owned, basic utility airport operated on 15 acres by the Enterprise Flying Club, Inc., a nonprofit organization. The land is not owned by the flying club, rather, the skypark is operated on the basis of a lease which expires in the year 2003. The airport site is very narrow, approximately 195 feet in width and 3,427 feet long. The actual paved runway is 45 feet wide by 2,990 feet long. The usable runway length is limited to about 2,400 feet due to a displaced threshold from a southerly approach to avoid existing structures. Approximately 30 aircraft are based at the Skypark with permanent parking facilities for 50. According to the State Division of Aeronautics, an estimated 12,000 operations (landings and takeoffs) occurred in 1989. Of these flights, 10,000 were local and 2,000 were itinerant. The Skypark is bordered immediately to the west by several single-family residences oriented directly toward the airstrip. Many of these homes include airplane hangers. Farther west, between these parcels and Shasta View Drive, exist an undeveloped eight-acre retail site and residential subdivisions. To the east of the airport, there is a mix of single-family residential uses and service commercial uses. The property to the north is undeveloped, and Highway 44 borders the airport to the south.

Clearly, the main issue presented by the Enterprise Skypark is that of land-use compatibility. Since its inception in 1963, the airport has been able to avoid this issue mainly due to the relatively slow development of surrounding property. This condition will not continue into the future as development continues to expand eastward along the Highway 44 corridor and sewer service is extended into the plan area. As this development occurs, the safety and noise concerns presented by the airport will increase accordingly.

### Safety

Areas near airports are exposed to various levels of accident potential depending upon the type of aircraft using the airport, the amount of aircraft traffic, local weather conditions, and flight patterns as they relate to adjacent land uses. In any case, statistics bear out that the majority of aviation accidents occur on airport property and within the traffic-pattern boundary. In response to the implications of this data, land-use planning around airports has included the establishment of ground surface and airspace "safety zones" in order to minimize the exposure of life and property to aircraft accident hazards. However, uniform standards for land-use safety policy applied by the FAA or the State Division of Aeronautics do not exist at the Enterprise Skypark. Typical safety zones are generally defined as follows:

Clear Zone - An area at ground level, extending beyond the runway surface and underlying the approach surface, which must be kept clear of structures or concentration of people. For a utility airport, FAA clear zones are fan-shaped (trapezoidal), beginning at a width of 250 feet at a point 200 feet from the end of the runway and increasing to a width of 450 feet at a distance 1,200 feet from the end of the runway. FAA standards require that the airport owner have an "adequate property interest" in the clear zone area in the form of fee simple ownership or long-term lease in order that the clear zone can be protected from future encroachments.

Approach Zone - The approach zone is an extension of the trapezoidal shape of the clear zone up to a combined distance of 5,000 feet with a width of 1,250 feet at its end. Limited structures and concentrations of people are typically permitted as regulated by applicable safety policies.



Approach Surface - An airspace extending from the end of the runway in which a height limit of one foot of vertical height for every 20 feet of surface distance (vertical slope of 20:1) is applied in order to protect the ascent and descent path of an aircraft.

Transition Zone - An area extending 1,000 feet from either side of the runway in which a structure-height restriction of one foot of vertical height for seven feet of horizontal distance is applied (vertical slope of 7:1).

Extended Approach Zone: In February 1979, the Shasta County Airports Land Use Commission passed Resolution No. 79-1 adopting specific policies to be applied to land use or land division permits in the vicinity of publicly owned and private publicly used airports in the jurisdiction of Shasta County. The policies as contained in Resolution No. ALUC 79-1 were subsequently applied by the County to the Oak Mesa Subdivision, a land division effecting property adjacent to and north and west of the Skypark. The recorded map for Oak Mesa Subdivision, which was recorded in 1980, created a rectangular-shaped airport safety zone 1,000 feet wide and 2,000 feet deep, centered at the north end of the Enterprise Skypark runway. Within this safety zone labeled "extended approach area," an "airports hazard approach zone surface" of standard trapezoidal dimensions was also created. The "airports hazard approach zone surface" is slightly larger than the clear zone defined above.

#### Airport Standards/Existing Conditions

The Enterprise Skypark does not meet any generally accepted standard for the provision of surface safety zones, essentially because the land necessary to provide these areas is not under the ownership or the control of the Skypark.

The following provides a conceptual comparison of the above-described standards and the existing status of the Skypark.

Clear Zone - To the north, the property that in effect provides a clear zone is vacant. However, this property is under ownership other than that of the Skypark and is the remaining lands of the Ravenwood Estates Subdivision, which has developed on the east and west sides of the de facto clear zone. The property owner has submitted preliminary plans, illustrating future subdivision of the remaining property.

The policies of ALUC Resolution No. 79-1 would result in a recommendation that the local government jurisdiction impose restrictions prohibiting development of the remaining lands of the Ravenwood Estates Subdivision; however, restrictions as strong as these would usually be imposed only where there is a compelling public purpose. ALUC Resolution No. 79-1 would more aptly be implemented by acquisition of the clear zone property by the Skypark.

For the most part, a clear zone at the south end of the runway would fall partially within the airport lease property, Highway 44 right-of-way, and City parkland. In 1979, the City of Redding, upon approval of the tentative maps of the Clover Creek Estates and Forest Hills Ranchettes tentative subdivision maps, reserved for open-space and park purposes, property within the clear zone at the south end of the Enterprise Skypark runway. This property, which lies south of Highway 44 on both sides of Clover Creek Street, was dedicated to the City upon recording of the final maps. However, the southerly clear zone is encroached upon by the airport clubhouse, a commercial structure immediately to the east of the clubhouse, and the rear yards of three residential lots south of Highway 44.

Approach Zone - Existing residential development up to a density of 3.0 units per acre has already occurred on what would be defined as the approach zones to the runway. Although there is not a definitive standard, a density population of 1.0 dwelling unit per acre could be considered a maximum concentration of people in an approach zone.

Approach Surface - The 20:1 vertical slope defined as an approach surface is encroached upon at the south end of the runway by overhead power lines along Highway 44. At the north end of the runway, the opportunity is available to meet this standard based upon the existing runway and a maximum structure height of 30 feet on the property to the north.

Transition Zone - Two commercial buildings east of the runway exceed the height limit allowed by the 7:1 vertical slope in the transition zone. West of the runway, some of the hangar structures may exceed the height standard.

#### Existing Airport Safety Policy

The predominant existing policy is ALUC Resolution No. 79-1 mentioned above, which sets forth certain land development policies within defined airport safety zones around public use airports. This resolution is attached as Appendix "B." As the resolution affects the Enterprise Skypark, the standards appear to be advisory in nature except when adopted as conditions of approval of a discretionary permit. The State Public Utilities Code stipulates that ALUC review applies when an airport land-use plan has been adopted by the ALUC for the airport of concern or, in the absence of a plan, to any project within a two-mile radius of the airport.

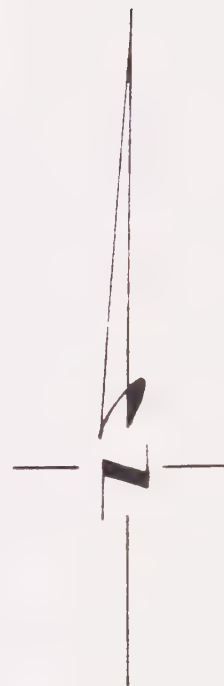
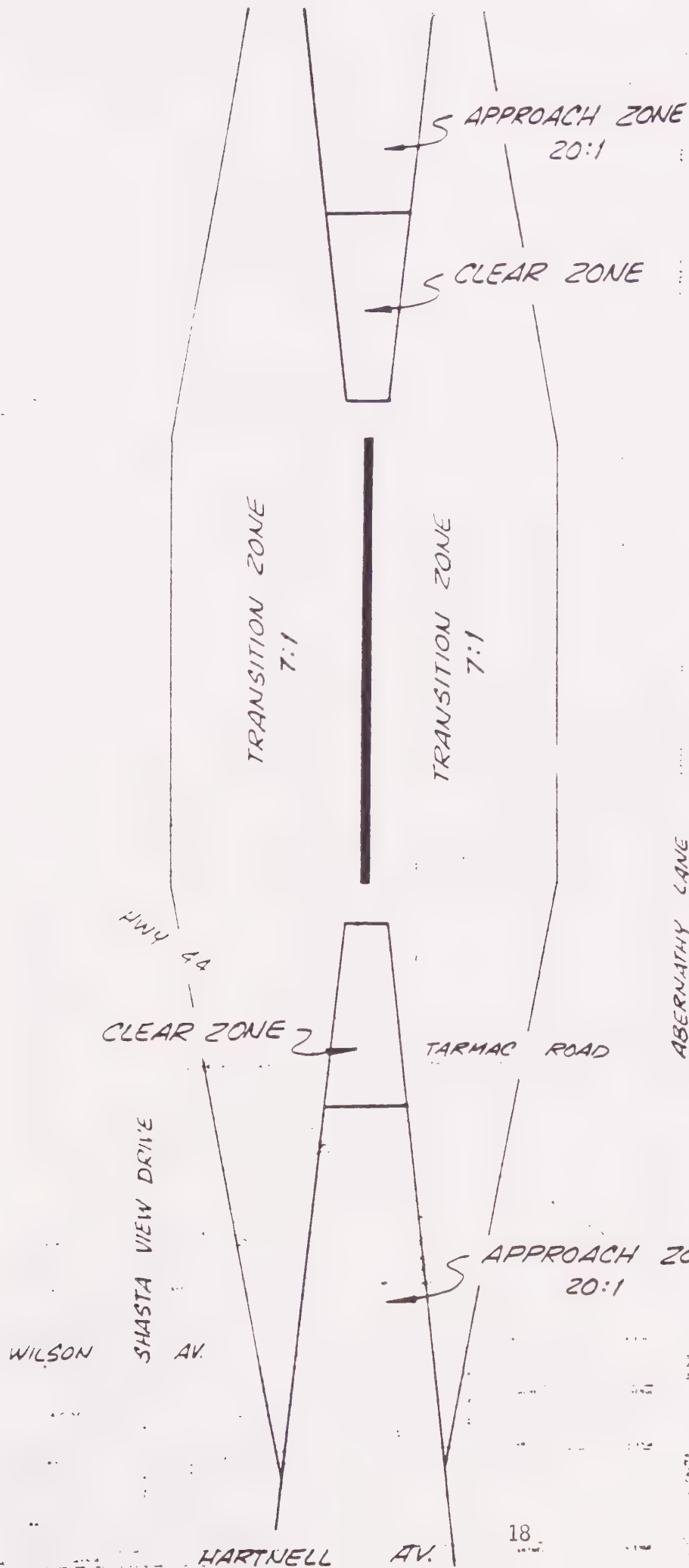
Basically, Resolution ALUC 79-1 is advisory and establishes that the ALUC recommends certain land-use restrictions within an airport's projected 1995 55 dB CNEL noise contour, clear zone, and extended approach area. It is recommended that all residential, commercial, and manufacturing uses be prohibited in a clear zone; that no residential use and only low-population commercial uses be allowed in an extended approach area; and that only low human density levels be permitted within the projected 55 CNEL contour. The standards also contain provisions in regard to noise protection, radio, light and glare interference, structure height, and agricultural uses near airports.

Implementation of the recommendations of the ALUC resolution would only occur upon specific application in the conditions of approval of a discretionary project such as a tentative subdivision map or the use permit.

#### State and Federal Regulations

The Enterprise Skypark has been licensed by the State Division of Aeronautics since 1963. The Skypark facilities are inspected and the license reviewed annually. To this point, the Skypark has been able to maintain its license partially due to the relatively minor amount of urbanization in the vicinity of the airstrip and because for this type of airfield, the above-described surface and airspace safety zones are advisory and not mandatory in nature. The City of Redding has been advised by the Division of Aeronautics that, under present policy, the lack of a clear zone and approach zone under ownership by the Skypark does not jeopardize the Skypark's State license. The State does, however, feel that maintenance of the 20:1 building height slope in the approach surface at the north end of the runway is a key factor in the continued licensing of the facility. Based upon a maximum building height of 30 feet in a residential district, this standard would be met by establishing the end of the runway at a point 600 feet from the north property line of the Skypark leasehold.





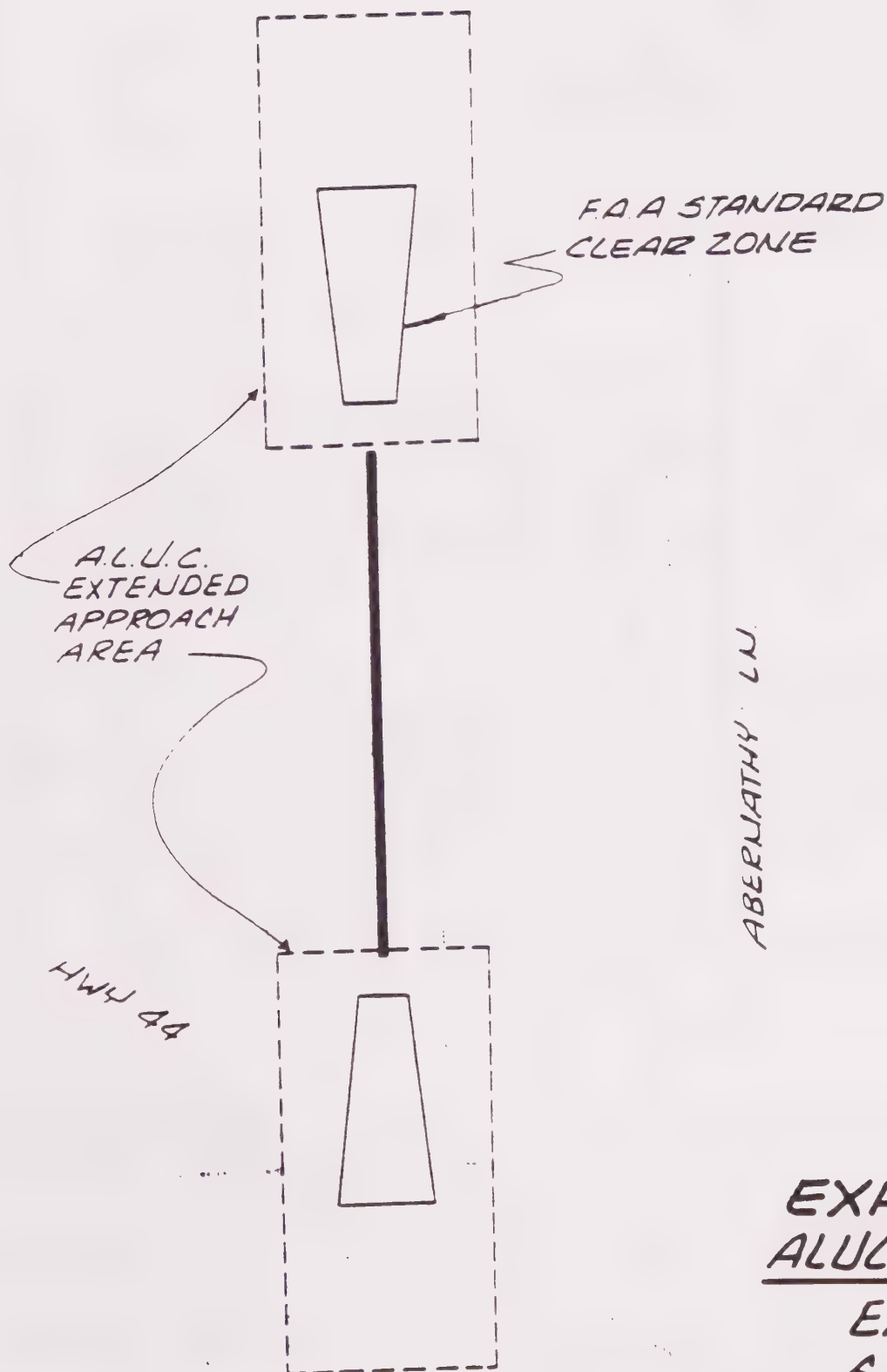
**EXHIBIT A**  
**FAA SAFETY ZONE**

**ENTERPRISE  
SKYPARK**

**SCALE: 1"=800'**  
**JUNE, 1986**

OLD ALTURAS RD.

OLD OREGON 111



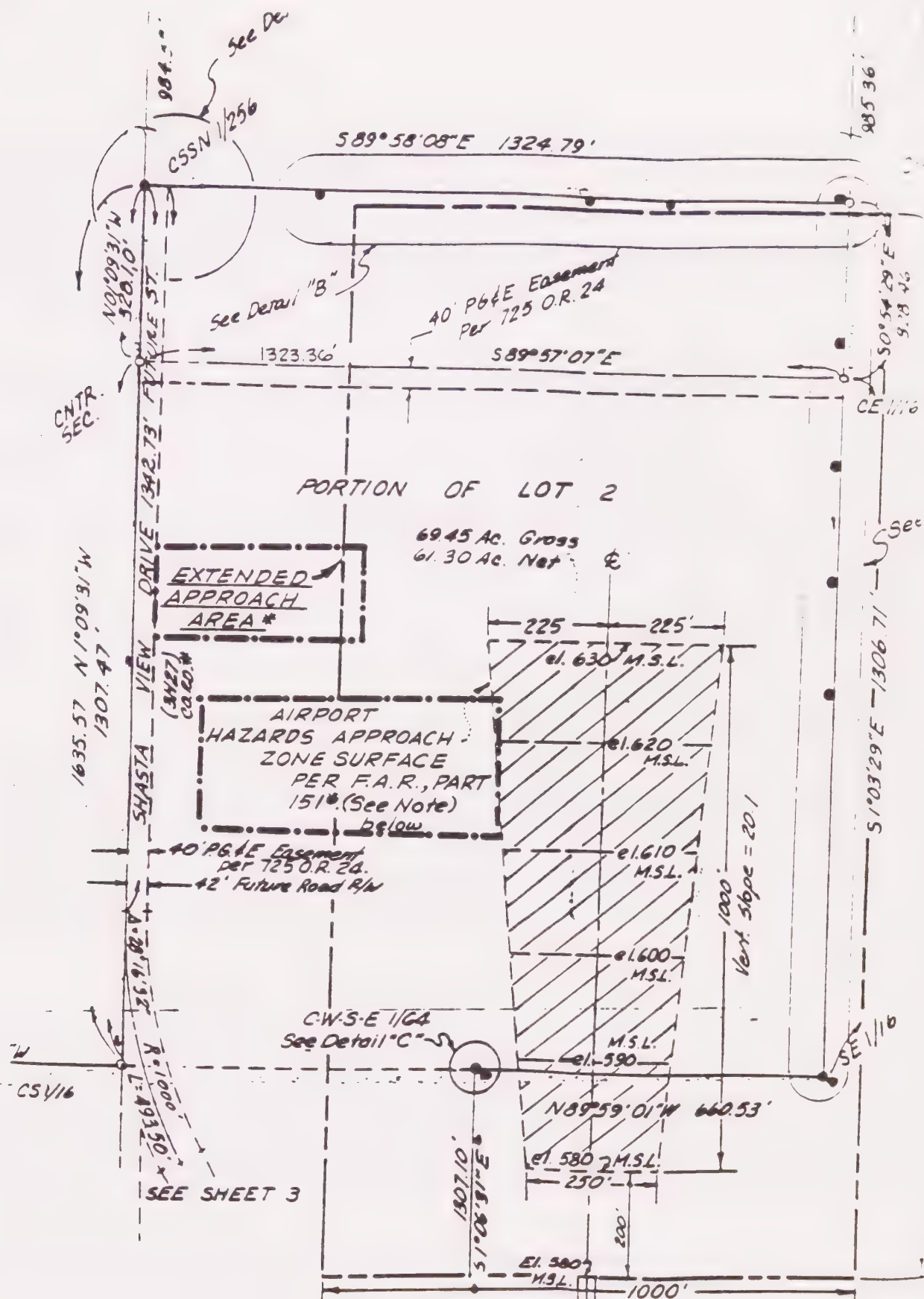
**EXHIBIT B**  
**ALUC SAFETY ZONE:**

ENTERPRISE  
SKYPARK

SCALE 1"=800'

APRIL 1987





USE COMMISSION POLICIES EFFECT  
WITHIN THE EXTENDED APPROACH AREA.  
LUTION No. ALUC 79-1 IS ON FILE WITH  
UNTY OFFICE OF PLANNING ADMINISTRATION  
THE USES ALLOWED.  
S FEDERAL AVIATION REGULATIONS.

Physically, the runway currently ends 530 feet from the north property line. However, the runway is long enough to accommodate a displaced threshold to meet this standard.

The Enterprise Skypark is not directly subject to Federal Aviation Administration standards for safety zones because the Skypark does not handle commercial passenger service and is not tied to FAA funding. Essentially, the FAA defers regulation to the State.

### Noise

There have not been any City or County noise tests prepared for the Enterprise Skypark. A noise study was prepared in 1980 by Terra-Scan planning consultants for a property owner near the Skypark using a long-term projection of 32,000 annual operations. The Terra-Scan study concluded that the projected 55 dB Community Noise Equivalency Level (CNEL) would be approximately 230 feet from the runway centerline. The 55 CNEL contour, therefore, would affect nearly all of the residential parcels fronting the west side of the runway and encroach 130 feet into the commercial properties on the east side. The 1989 number of annual operations is estimated to be 12,000.

California Airport Noise Standards define the noise threshold at which a potential for annoyance occurs as a CNEL value of 65 dB. The Terra-Scan report did not plot a 65 CNEL noise contour, but such would obviously be closer to the runway than the above-described 55 CNEL contour.

The City Noise Element of the General Plan establishes the maximum noise level of 60 CNEL for residential uses and 65 CNEL for commercial uses. Since the residential lots adjacent to the runway on the west are oriented to the Skypark, that use is not considered a conflict. On the east, the adjacent commercial uses are noise compatible. To retain the Skypark and designate land east of the runway "Residential" could present marginal noise conflicts unless that development is in some way oriented to the Skypark. It is concluded that noise impacts from the Enterprise Skypark should not significantly affect any land-use decisions in the plan area provided there is not a significant increase in operations.

### Land Use

The impact of the Enterprise Skypark on the surrounding land-use problems is potentially quite significant. The delineation of airport surface safety zones (clear zone/approach zone) to meet generally accepted airport safety standards greatly affects, in a restrictive manner, the use of surrounding properties. Application of standard clear zones at the north and south ends of the runway would necessitate shifting the runway 500 feet northerly and encumbering 16 acres of land now mostly under ownership other than that of the Skypark. Acquisition of property is not necessary to maintain the 20:1 ascent/descent approach surface.

It is also noted that the land-use patterns created by the Enterprise Skypark affect utility extensions and traffic circulation. A logical means of providing a collector street between Shasta View Drive and Old Oregon Trail is the westerly extension of Viking Way to Shasta View Drive either directly or through intersecting streets. The presence of the Skypark obstructs this extension and, due to its extreme north/south length, prevents other alternative for providing access to the plan area from Shasta View Drive. Further, the Skypark will likely resist participation in certain assessment districts for utility improvements in the area.



In September of 1991, in response to a request by the City Council, the City Airports Commission submitted a report regarding the future viability of the Enterprise Skypark. Among other conclusions, the Airports Commission found that:

- Within 30 years, the City/County will need an additional general aviation reliever airport; but due to incompatible land uses, the Enterprise Skypark will be unable to satisfy that role.
- Until another airport can be established, the City and County should take whatever steps are necessary to allow the Enterprise Skypark to continue operating on an interim basis.

### Policies

- (B1) The Columbia Plan recognizes the existing level of operations and service of the Enterprise Skypark facility as a preexisting, nonconforming land use. The following factors contribute to its nonconforming status:
- a. The lack of property ownership or use control of land necessary to provide minimum safety zones to protect the public and bring about a compatibility with surrounding land uses.
  - b. The short-term nature of the Enterprise Flying Club lease, which expires in the year 2003.
  - c. The finding of the City Airports Commission that the Enterprise Skypark is not an appropriate location for a permanent reliever airport.
  - d. The need to provide appropriate long-term land-use designations to provide proper circulation and utility and land-use planning for existing and future development.
  - e. Designation of the Enterprise Skypark as a nonconforming use will not in itself close down the air field. As long as the Flying Club has a lease with the property owner and the Skypark is licensed by the State, it could continue as a nonconforming use at its present level of operations.
- (B2) The City will not issue any discretionary development permits that would facilitate an expansion or increase in the level of operations, services, or number of aircraft flights at the Enterprise Skypark. This does not include improvements that, in the opinion of the City, would enhance the operational safety of the facility, protect the public, or make the property less intensive.
- (B3) Building heights on property at the north and south ends of the Enterprise Skypark runway shall comply with a 20:1 (distance-to-height ratio) descent/ascent slope recommended by the State Division of Aeronautics.
- (B4) Consideration shall be given to the creation of open space for emergency landings through park siting, lot clustering, density transfers, project phasing, or other means when reviewing development projects on property north of the Enterprise Skypark.

- (B5) Unless and until such time as the Airports Land Use Commission (ALUC) adopts a Comprehensive Level Use Plan (CLUP) for the Enterprise Skypark, all discretionary development proposals within a two-mile radius of Skypark shall be referred to the ALUC for review. Failure of the ALUC to act upon the referral within State-proscribed time lines shall be deemed approval. If the ALUC adopts a lesser review area such as the ALUC extended approach area, then that shall be used.



Table 3  
Land Use

<u>Use</u>	<u>Acres</u>
Residential:	
1 unit per 5 acres	82.0
2 units per acre	43.5
3 units per acre	381.7
4 units per acre	127.0
9 units per acre	188.0
12 units per acre	99.7
Office Residential	42.6
Retail	11.0
Service Commercial	294.3
Industrial	120.5
Greenway	167.5
School	16.0
Amendment:	
Deletes Airport Service	
Reduces Greenway (clear zone)	
Reduces 0.5 (approach zone)	

## C. TRAFFIC AND CIRCULATION

Full development of the plan area will generate an estimated 52,000 vehicle trips per day. These projections are based on the standard traffic generation factor of 10 daily trips per single-family residence, 6 daily trips per multiple-family residence, and 60 trips per acre per day for service commercial and industrial acreage. It should be noted that full build out is not anticipated to occur until well beyond the year 2000. It should also be kept in mind that these trips will be dispersed throughout the planning area and do not represent traffic on any one individual street.

Although the projected traffic volume appears significant, the basic arterial framework necessary to carry this traffic already exists or has been planned for. Access to the plan area is provided by Highway 44, Old Oregon Trail, and Old Alturas Road. Shasta View Drive will extend along the west boundary of the area between Old Alturas Road and Highway 44, as future development occurs. With the existence of such a network of arterial streets and the relatively undeveloped nature of the plan area, existing traffic issues are negligible. However, it should be noted that none of the arterial streets are currently constructed to a full four-lane section and most internal streets are rudimentarily developed. As growth occurs within the plan area, these streets will need to be widened and improved. It is not expected that future growth will cause capacity problems on any of these streets if improved to arterial standards. Development of this area along with the general growth of the City will increase pressure to make the Shasta View/Highway 44 interchange into a grade separation.

The City of Redding Circulation Element of the General Plan identified certain future street network improvements or modifications that effect the plan area as follows. In addition, Table 4 summarizes the existing and future roadway standards of the major streets within the plan area.

- . Old Alturas Road - The roadway is planned as a four-lane arterial street.
- . Old Oregon Trail and Highway 44 interchange - There is noted a need for future ramp signalization and expanding the overcrossing to four lanes.
- . Shasta View Drive - Is planned to be extended as a four-lane arterial street from Highway 44 north to Highway 299 East. A full four-lane interchange will be needed at Highway 44.
- . Tarmac Road - Traffic forecasts indicate the need for an extension of this road between Shasta View Drive and Old Oregon Trail. Tarmac Road will serve as a collector street for the southerly portion of the plan area. The intersection with Highway 44 should also be relocated northerly to a point on Shasta View Drive.
- . Old Oregon Trail - This road is also planned as a four-lane arterial street. The nature of existing development along this roadway, primarily the existence of a number of relatively small lots adjacent to the right-of-way, which require direct access and create right-of-way



acquisition problems caused by existing structures adjacent to the roadway, limit the ability to widen this arterial to four lanes along the present alignment. As a four-lane arterial will be eventually required to serve the plan area, realignment of Old Oregon Trail is warranted.

An additional east/west collector connecting Shasta View Drive and Old Oregon Trail north of the proposed Tarmac Road extension may be desirable but is blocked by Enterprise Skypark.

The plan area also contains an existing network of unimproved private easements and publicly used roads. The lack of paving improvements creates problems associated with dust, erosion, drainage, pedestrian hazards, and maintenance. As development and redevelopment occur, these roads need to be improved to urban standards, including the acquisition of public right-of-way.

Another circulation issue of note is that of restricting commercial traffic use of streets providing access to residential areas. Of major concern is the truck traffic associated with the existing auto-wrecking yards and other industrial and heavy commercial uses located between the Enterprise Skypark and Abernathy Lane and off Viking Way. Because of the difference in construction standards, noise impacts, and safety and aesthetic considerations associated with large trucks, streets providing access to commercial and residential districts should be segregated to greatest extent possible, while still providing a functional circulation system.

Presently, Abernathy Lane in a north/south direction and Viking Way in an east/west direction, are the main access roads to the industrial area containing the majority of the auto dismantling yards. These are unimproved private roads or easements which will eventually also provide primary access to the bulk of undeveloped residential property in the center of the plan area. To discourage conflicting residential/commercial use of these streets and to avoid having single-family residential and industrial uses across the street from one another, the plan proposes the provision of an alternative access to the heavy commercial and industrial area east of the airport. This access will be provided by development of Dell Lane, which intersects Tarmac Road west of and parallel to Abernathy Lane and/or another street between Dell Lane and Abernathy Lane. In either case, there is no recorded right-of-way or easement for these streets, although Dell Lane physically exists and is partially paved. Right-of-way dedication and street improvements must occur as a condition of development in the commercial/industrial areas. To further discourage through commercial/industrial traffic, Dell Lane should terminate in a cul-de-sac at its north end and Viking Way should terminate in a cul-de-sac prior to its intersection with Abernathy Lane. Again, the objective is to restrict commercial traffic to the commercial areas and eliminate commercial traffic on residential streets.

A second access to the commercial/industrial district in the east portion of the plan area could be provided by the extension of Viking Way west to Shasta View Drive. This extension is currently precluded by the airport runway. Should the airport use terminate in the future, the extension of Viking Way would be a convenient access route to the commercial/industrial

Table 4  
Street Schedule

	<u>Existing Right-of-way</u>	<u>Plan Designation</u>	<u>Proposed Right-of-way</u>	<u>Lanes</u>	<u>Projected Volumes Full Development ADT</u>	<u>Bike Path Within R/W</u>
Shasta View Drive (Highway 44 to Old Alturas Road)	0 <sup>(1)</sup>	Arterial	96' + S/E	4	13,000+ <sup>(3)</sup>	Yes
Old Alturas Road	60'	Arterial	84' + S/E	4	11,000+ <sup>(3)</sup>	Yes
Old Oregon Trail (Realignment)	60' <sup>(2)</sup>	Arterial	96' + S/E	4	16,000+ <sup>(3)</sup>	Yes
Tarmac Road (Extension)	0	Collector	64'	2	7,000 <sup>(3)</sup>	
Abernathy Lane	0	Collector	60'	2	1,500 - 3,000(est)	
East/West Collector (Viking Way)	0	Collector	60'	2	5,000+(est)	
Local Streets	0	Local	56' - 60'	2		
Industrial Streets (Dell Lane)	0	Industrial	64'	2		

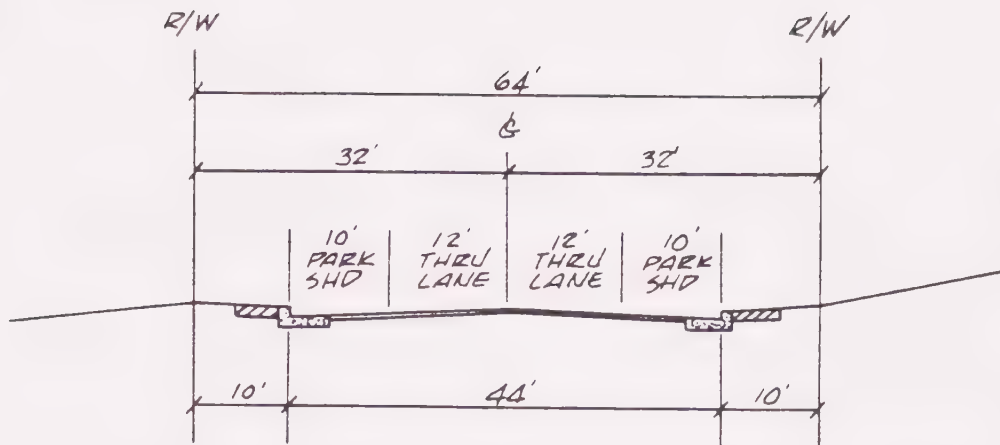
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(1) There are pending right-of-way dedications as applied to approved tentative land division maps.

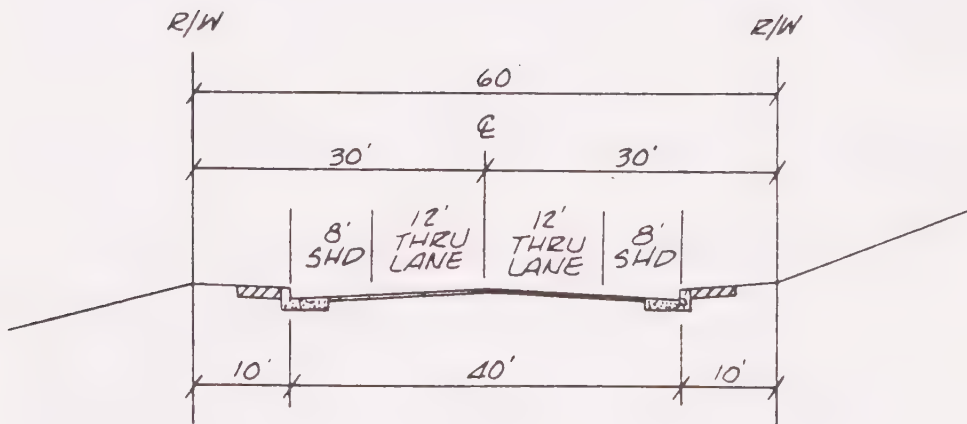
(2) The existing Old Oregon Trail right-of-way will remain to serve existing fronting properties; there is no right-of-way for the recommended realignment.

(3) ADT projected in City of Redding Faustman Model.



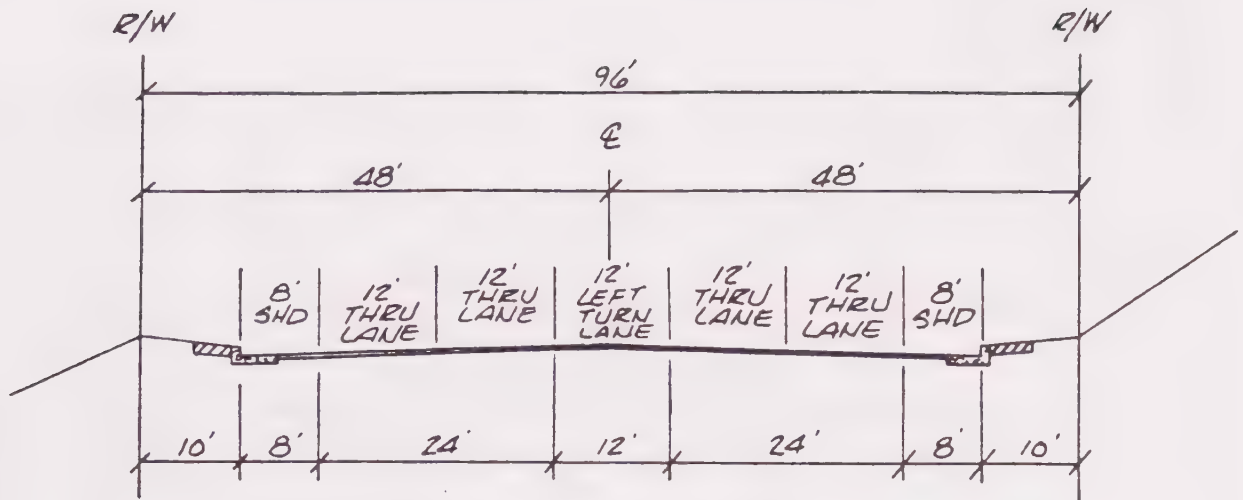


64' R/W INDUSTRIAL STREET STANDARD

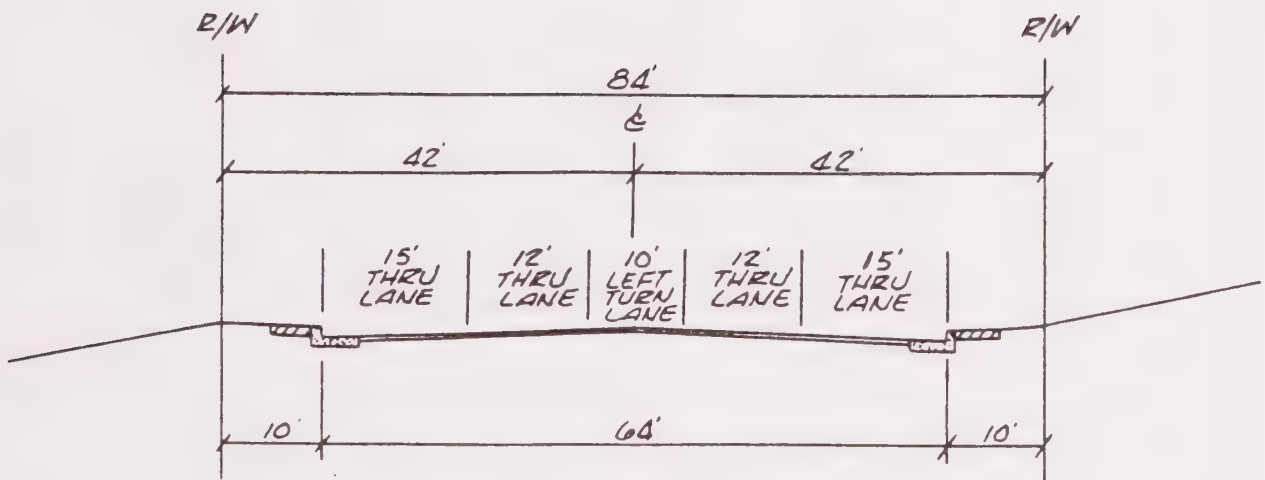


60' R/W. LOCAL-COLLECTOR STANDARD - 2 LANES

COLUMBIA AREA  
PLAN  
EXHIBIT "E"



96' R/W MAJOR ARTERIAL THROUGHFARE STANDARD



84' R/W MAJOR ARTERIAL STANDARD OPTIONS

COLUMBIA AREA  
PLAN

EXHIBIT "E"



area. However, consideration must be given to what land-use designation would be applied to the airport property in light of the impact of commercial/industrial traffic.

#### Policies

- (C1) As a condition of development approval, require right-of-way dedication and construction of full or partial street improvements on existing arterial streets and necessary local streets, in accordance with the schedule in Table 4.
- (C2) Major developments, such as a single-family subdivision or commercial/industrial development on a site containing three acres or more, may be required to acquire and improve off-site right-of-way to provide paved access from a public street.
- (C3) Establish and record a plan line for the realignment of Old Oregon Trail.
- (C4) Establish Dell Lane, or another north/south street between Abernathy Lane and the Enterprise Skypark, to provide access to the adjoining Industrial and Commercial properties.
- (C5) Establish a benefit fee system encompassing both City and County jurisdictions for those developments not adjacent to but benefitting from an arterial street access to contribute to off-site improvements to the arterial system, including widening, signalization, and overcrossings.
- (C6) Where feasible, direct access from an arterial street shall be prohibited from residential lots and restricted from other uses; local street access shall be provided for those properties fronting an arterial.
- (C7) The City and County shall assist in the formation of assessment districts to upgrade existing substandard width and unimproved roads.
- (C8) Access to commercial and industrial districts shall be discouraged through or adjacent to residential districts.
- (C9) Explore tax-increment financing as a means of upgrading street and drainage improvements.
- (C10) Provide for bikeway along arterial streets. (Exhibit E depicts cross section for streets in the plan area when they are improved to the final cross section.)

#### D. SEWER AND WATER

That portion of the plan area west of Old Oregon Trail, with the exception of the extreme northeast corner, is currently within the sewer service boundary of the Clear Creek Regional Wastewater Treatment Facility. The entire plan area is also within the service boundary of the proposed

Stillwater Regional Treatment Plant. At present, there are no sewer trunk lines providing service to the area. As such, regardless of which treatment facility the plan area becomes tributary to, a major trunk-line extension must be constructed to provide service. It is anticipated that such an extension will be accomplished via the Clover Creek Sewer Assessment District and/or the establishment of sewer benefit fees.

Water service to the amendment area is provided predominantly by the Bella Vista Water District, with the City of Redding providing service to approximately 340 acres along the western boundary. In the case of both systems, water mains and distribution systems will have to be extended as development occurs. One issue of concern in regard to water supply is the provision of adequate fire flows for urban type development within the Bella Vista Water District. The District's system has been essentially designed and constructed to accommodate agricultural and rural development demands. For the most part, existing line sizes and pressures would not be sufficient for a fire protection system.

#### Policies

- (D1) If public sewer and/or water is not available, prior to issuance of a building permit, a sewage disposal permit and/or well permit shall be procured from the Shasta County Department of Environmental Health. Minimum parcel sizes may exceed that established by this plan, in accordance with the requirements of the Health Department.
- (D2) The City and/or County should assist in the formation of assessment districts and establish special benefit fees to fund sewer and water trunk and distribution line extensions within the plan area consistent with Master Water and Sewer Plans. Reimbursement agreements may be another viable means of encouraging extensions and oversizing.
- (D3) No parcel should be allowed to develop without an adequate water source and fire flows available for fire protection as determined by the City or County Fire Marshal and in accordance with ISO for the type and extent of the use proposed.
- (D4) No land division shall be permitted without provision of adequate sewer and water facilities.

#### E. FLOODING AND DRAINAGE

The major drainage feature within the plan area is Stillwater Creek, which forms the east boundary of the area. This watershed encompasses 67 percent of the plan area. The remainder of the area drains to Churn Creek and Clover Creek. The 100-year floodplain of Stillwater Creek has been identified by the Federal Emergency Management Administration with the accompanying floodplain mapping adopted by Shasta County. The plan designates the Stillwater Creek floodplain as "Greenway."

Approximately 46 percent of the plan area drains to the south necessitating a crossing of Highway 44. This area mainly consists of the plateau portion of the plan area where large expanses of standing water now occur after storms due to the flat terrain and impermeable soils. The City of Redding's Master Drainage Report identifies a need to improve the Highway 44 drainage crossing within the plan area to accommodate runoff from future development.

Flooding does occur on Clover Creek to the south of the plan area. Development of this northern portion of the watershed will exacerbate this problem. There is no system of drainage improvements or courses within the plan area. Natural drainage flows are often interrupted by roads creating water blockages and road deterioration. A master storm-drain plan for the area should be prepared and used to coordinate drainage improvements as development occurs together with equitable benefit fees.

#### Policies

- (E1) No structures shall be constructed within the 100-year floodplain of Stillwater Creek as shown on the most current flood insurance rate maps prepared by the Federal Emergency Management Agency. The 100-year floodplain shall be designated on the area plan as "Greenway." Agricultural uses may occur in flood-fringe areas.
- (E2) Dedication of public open space or open-space easements consistent with the "Greenway" designation of the area plan shall be required as a condition of development approval on parcels adjacent to Stillwater Creek.
- (E3) Parcels wholly within the 100-year floodplain of Stillwater Creek may be issued construction variances in accordance with the applicable County "F2" Restrictive Flood and City "FP" Floodplain Districts.
- (E4) Any development contributing significant additional direct runoff to Stillwater Creek or Clover Creek shall acquire a discharge permit from the Regional Water Quality Control Board prior to issuance of a building permit.
- (E5) Establish a benefit fee system encompassing both City and County jurisdictions, to contribute toward construction of downstream drainage improvements and improvements identified by a master storm-drain plan.
- (E6) Any project proposed within the Clover Creek watershed may be required to prepare a downstream drainage impact analysis. Projects shall be designed to provide for no significant increase in peak drainage flows leaving the project site and/or the developer may be required to obtain a "drainage release" from downstream property owners.

#### F. PARKS

There are no existing public park facilities in the plan area.

#### Policies

- (F1) Neighborhood parks shall be developed in the residential areas as per Chapter 17.42 of the Redding City Code.
- (F2) Where land is dedicated for a park pursuant to Chapter 17.42, the residential credit for the dedicated area may be transferred to the remainder of the subdivision, provided the intent of the General Plan and zoning is retained.





## APPENDIX A

### MULTI-FAMILY RESIDENTIAL DESIGN CRITERIA

#### A. GENERAL BUILDING DESIGN AND ORIENTATION

1. Large multi-family projects (exceeding 75 units) shall incorporate design variation within the project to create a sense of uniqueness and individuality. Large complexes using the same building design, materials, and colors should be avoided.

Design elements which achieve these objectives include: separate clustering of building groups with extensive open-space and landscape buffering between projects; variation in building elevations and configurations between projects; variation in building heights; use of different building materials or combination of different materials; contrasting color schemes between projects.

2. The monotony of straight building lines of all units shall be remedied through limiting the size of individual buildings or units, staggering of units, variation of exterior building materials on adjacent units, use of intensive landscaping, or other methods.
3. Multi-family buildings adjacent to public streets shall be designed and oriented to minimize the likelihood of on-street parking by project residents. Examples of acceptable design and building orientation are:
  - minimize location of main entry doors of units facing the public street;
  - orient ends of building toward public street;
  - break up long buildings containing many units into smaller building clusters or incorporate a breezeway through midsection of a long building which provides closer access to off-street parking area for residents; and
  - locate off-street parking areas between the public street and building (off-street parking area to be located and screened behind bermed landscape setback area - Section B-3).
4. All mechanical equipment (including public utility boxes and particularly exterior wall-mounted air-conditioning units) shall be attractively screened.
5. Buildings shall be designed and oriented to reduce overview of private backyards and patio areas of on-site and adjacent developments and windows from second-story units.
6. Accessory structures shall be compatible in design and materials with main building.
7. Communal facilities shall be centrally located.

8. Recreational facilities shall be located and/or designed so as not to create a nuisance to surrounding units or to impact adjacent properties. Sufficient setbacks, landscaping, and berming between recreation facilities and surrounding units shall be provided to minimize noise and visual conflicts.
9. Site planning shall minimize the incidences of one building shading another.
10. Private outdoor or garden areas shall be oriented to the south as much as possible.
11. The location of second story end unit windows shall be varied to provide variety in exterior unit detailing and designed in such a way as to reduce the incidence of overview into private first floor open space areas.
12. A minimum building setback of 50 feet shall be utilized on multiple-family projects from interior and rear property lines abutting existing or future low-density residential developments where two-story structures are proposed. A minimum setback of 25 feet shall be required where single-story structures in multiple-family projects abut existing or future low-density development.

#### B. OFF-STREET PARKING DESIGN CRITERIA

1. For the convenience of tenants and guests, and to encourage the use of off-street rather than curbside parking and parking along private drives, parking spaces shall be located as close as possible to the unit or communal facility it is intended to serve.
2. To discourage parking on the street and along private on-site drives, physical barriers such as landscaping, berming, or wall segments shall be incorporated into the project design.
3. Off-street parking shall be screened from the street by undulating landscaped berming with a minimum three-foot height (as measured from either the parking surface or street sidewalk, whichever is higher).
4. Surface parking areas and carport roofing shall be screened from second-story units by trees or lattice and trellis work.
5. The setback from interior side and rear property lines shall be 10 feet for open stalls and 15 feet for carports.
6. Evergreen trees shall be used for screening purposes along the perimeter of parking areas.
7. Particularly within large open lots, deciduous trees should be utilized to provide summer shading and winter sun.



8. There shall be a ratio of at least one tree for every five parking spaces planted throughout or adjacent to open and covered parking areas. Rows of parking stalls, either open or covered, shall be broken up by a tree planting approximately every ten spaces.
9. The parking stall depth may be reduced by two feet, if:
  - a. The two feet gained is incorporated into adjacent landscaping or walkways.
  - b. For angled parking, the triangular space at the head of each stall is landscaped (as a planter when abutting a sidewalk or incorporated into adjacent landscaped strips).
10. The more efficient 90-degree parking arrangement shall be utilized when possible, so as to minimize parking lot size.
11. For the most part, double-loading off parking aisles should be utilized to minimize surfacing devoted to maneuvering area.

#### C. ON-SITE CIRCULATION

1. Minimum pedestrian/vehicle conflict should be sought in driveway/walkway system design.
2. A display and unit location map shall be installed at each major driveway entrance and any major walkway entrance to the project as an aid to emergency personnel and a convenience to visitors. An auto turnout lane shall be provided adjacent to directory map to eliminate blocking of driveway entrance.
3. Walkway location shall assure convenient access between parking and dwelling units.
4. Central pedestrian/bike paths shall provide convenient access to bus stops, green belts, and public facilities.
5. Pedestrian crossings shall be provided at appropriate locations along main drives and shall be accentuated by a change in surface textures.
6. Walkway connections between buildings and street sidewalks are discouraged if they encourage on-street parking by residents.

#### D. BICYCLE STORAGE

1. One bicycle parking facility is required for every ten off-street parking spaces required, excluding developments which provide individual enclosed garages.
2. Bicycle racks and lockers shall be provided throughout the development.

## E. LANDSCAPE AND OPEN SPACE

### 1. Landscape materials selected shall be:

- a. Compatible with one another and with existing material on the adjacent site.
- b. Complimentary to building design and architectural theme.
- c. Varied in size (1 and 5 gallon shrubs, 5 and 15 gallon, and 24-inch box trees).

### 2. Landscape treatment shall include:

- a. The major treatment for all setback areas shall be lawn ground cover and trees. At least 50 percent of the ground-cover treatment within landscaped areas within the entire project shall be lawn. Lawn areas shall be established by sodding or hydromulching when conditions such as excessive gradient, anticipated seasonal rain, etc., may result in erosion or other problems.
- b. Larger specimens of shrubs and trees along the site periphery, particularly along setback areas adjacent to public streets.
- c. Greater intensity of landscaping at the end of buildings or along blank walls when those elevations lack window and door openings or other details that provide adequate visual interest. This is especially significant at the street frontage and interior side and rear property lines and for two-story structures.
- d. Consistency with energy conservation efforts.
- e. Trees located so as to screen parking areas and private first floor areas and windows from second-story units.
- f. Undulating landscaped berms located along street frontage and achieving a minimum height of three feet measured off the street sidewalk or the adjacent building pad or parking lot, whichever is higher.
- g. Deciduous trees shall be utilized along the south and west facing building walls to allow solar access during the winter.
- h. For crime deterrent reasons, shrubs planted below first floor windows should be of a variety which has thorns and/or prickly leaves.
- i. Large growing street trees (preferably deciduous) shall be planted within the landscape setback areas adjacent to all public streets as a means of reducing outdoor surface temperatures during summer months and to provide a visual buffer between the units and public street.

### 3. Landscaping of parking areas is discussed in Section B.

#### F. TRASH ENCLOSURES

1. The walls of the trash enclosure structure shall be constructed of solid masonry material with decorative exterior surface finished compatible to the main residential structures. Split face concrete block finish is recommended. Brick or tile veneer exterior finish should be avoided.
2. The trash-enclosure structure shall have decorative heavy gauge metal gates and be designed with cane bolts on the doors to secure the gates when in the open position.
3. The trash enclosure facility shall be designed to allow walk-in access by tenants without having to open the main enclosure gates.
4. The walls shall be a minimum six feet in height, more if necessary for adequate screening.
5. The perimeter of the trash-enclosure structure shall be planted with landscaping, including a combination of shrubs and/or climbing evergreen vines.
6. The trash enclosure size and location shall be in accordance with the City of Redding trash-enclosure standards.
7. Trash enclosures should be covered by an arbor, raised roof, or other architectural treatment compatible with the project.
8. Driveways shall be built to carry sanitation trucks without breaking down.
9. The enclosures shall be adequate in capacity, number, and distribution to serve the needs of the project.

#### G. SIGNAGE

All signage shall comply with the City Sign Ordinance.

#### H. BUILDING SECURITY

Building security devices shall be provided in accordance with Chapter 16.09 of the Redding City Code.





## RESOLUTION NO. ALUC 79-1

## SHASTA COUNTY AIRPORT LAND USE COMMISSION POLICIES

The following policies for land use and land use division have been adopted by the Shasta County Airport Land Use Commission (Designated Body) to be applied to deliberations and decision making by the Commission and are hereby recommended to agencies of Government with regard to application of regulations on lands nearby municipal airports, other publicly owned and private, publicly used airports in Shasta County.

1. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend "Low Human Density" levels and kinds of land uses in all areas affected by the projected 1995 noise levels at or greater than 55 CNEL, or within the Airport Influence Areas otherwise adopted by the Airport Land Use Commission in the vicinity of publicly used airports.
2. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend no residential, commercial or manufacturing land uses within Airport Clear Zones.
3. The Shasta County Airport Land Use Commission (Designated Body) specifically encourages the use of open or enclosed storage and warehousing; trucking yards; new and used implement and vehicle sales, repair, manufacturing and contractors yards; and similar uses in the F.A.A. Extended Approach Area. If the F.A.A. designation has not been made, then the following shall apply:
  - a. In the case of an airport which uses an Airport Hazards Approach Slope of 50:1, that area centered on the projected centerline for a distance of 5000 feet in length measured from the ends of the runway and 2500 feet in width.
  - b. In the case of an airport which uses an Airport Hazards Approach Slope of 20:1, that area centered on the projected centerline for a distance of 2000 feet in length measured from the ends of the runway and 1000 feet in width.
4. It shall be the policy of the Shasta County Airport Land Use Commission (Designated Body) to recommend that no structures designed for human dwellings be permitted to be constructed or moved into the F.A.A. Extended Approach Area. If the F.A.A. designation has not been made, then the following shall apply:
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TERMS TO BE USED IN THESE POLICIES ARE HEREIN DEFINED:

1. Airport Airspace: Airspace depicted on the applicable Airport Influence Area map.
2. Airport Clear Zone: The runway Clear Zone as defined by the Federal Aviation Administration. Dimensions vary according to airport type and use. (For the Redding Municipal Airport, see document entitled "Airport Master Plan - Redding Municipal Airport".)
3. Airport Hazards Zoning Ordinance: An ordinance which limits the above ground height of structures and facilities within an area mapped on the basis of standards contained in Federal Aviation Regulations, (FAR) Part 77. Standards vary according to airport type and use.
4. Airport Hazards Approach Slope: See Approach Zone.
5. Airport Influence Area: The land area which is determined by the Airport Land Use Commission to be impacted by current or projected operations of the airport.
6. Approach Zone: The area defined as the land beneath the horizontal projection of the runway approach surface established by FAR, Part 77, It begins at the terminus of the Clear Zone and extends, at a prescribed slope, to the point where it intersects the Horizontal Surface.
7. CNEL: Community Noise Equivalent Levels: A weighted system of measurement of sound energy based upon the type of aircraft, the number of flights, and the time of flight occurrence. Interference with residential activity occurs at levels which exceed 55 CNEL.
8. Departure Slope: See Approach Zone.
9. FAA Extended Approach Area: That area adjacent to and extending outward from the end of the runway which is eligible for acquisition with Federal participation. The dimensions vary according to airport classification.
10. Intensive Animal & Fowl Raising Operations: Activities by a producer who employs persons other than members of his immediate family which create a concentration of livestock or fowl apart from the rangeland activity of grazing or feeding, i.e. feed lot operations, commercial egg production, commercial poultry production.
11. Municipal Airport: An airport owned or operated by a City.
12. Publicly Owned Airport: An airport owned or operated by the County of Shasta or other public agencies.
13. Publicly Used Airport: An airport providing takeoff and landing facilities for fixed wing or rotorcraft which is operated for use by the general public.
14. Transition Zone: The side slope area defined by FAR, Part 77 which parallels the runway and slopes upward usually at a ratio of 7:1 for a prescribed distance.



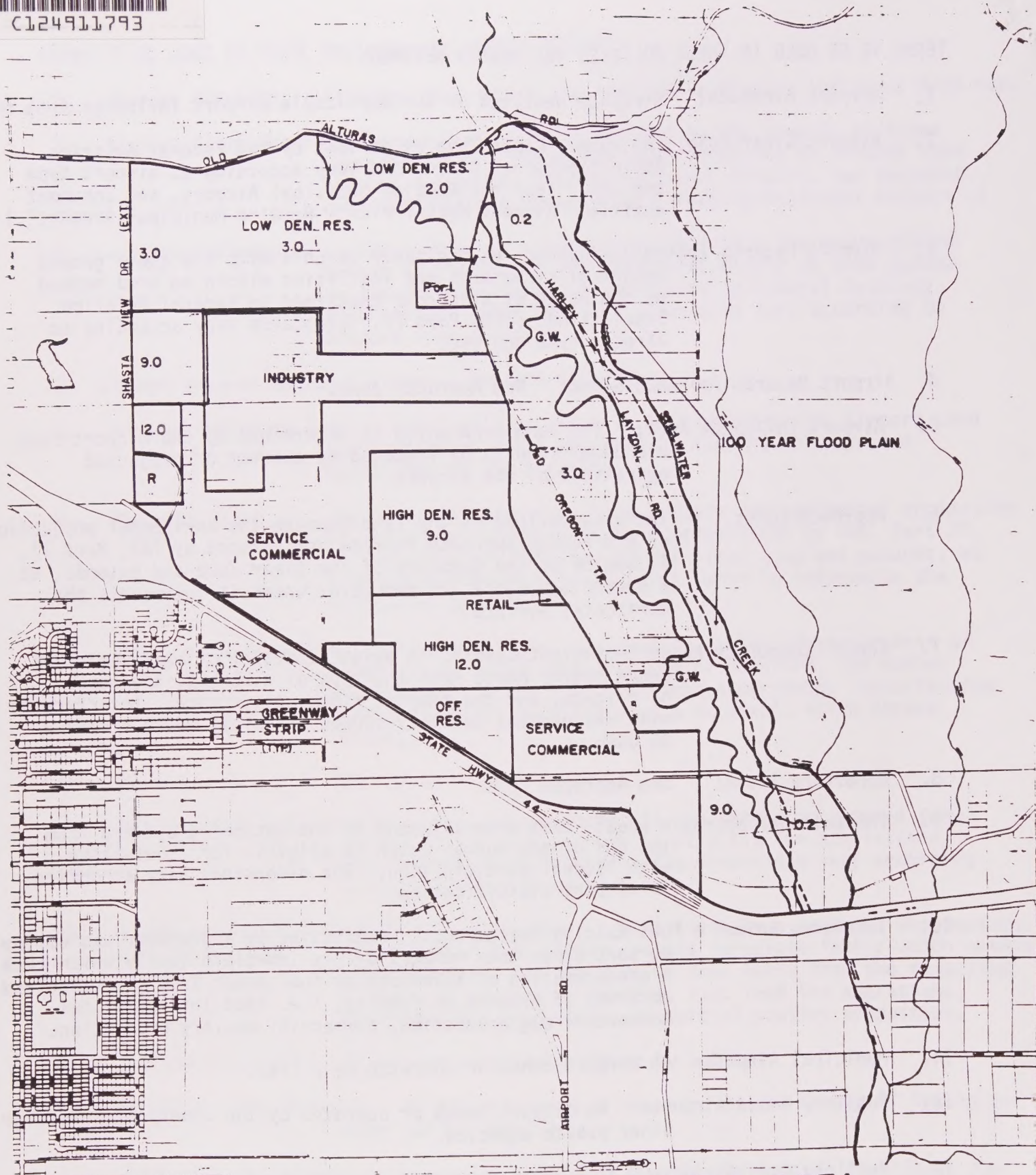
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## COLUMBIA AREA GENERAL PLAN

ADOPTED AUG. 18, 1988

RES. NO. 88-298

ADOPTED JULY 7, 1992

RES. NO. 92-308

